

No. 9481 號一十八百四千九第 日十二月四年四十緒光 HONGKONG, WEDNESDAY, MAY 30th, 1888. 三拜禮 號十三日五拾港香 [PRICE 25A PER MONTH]

NEW ADVERTISEMENT

UNJOM & SUNGHIE DUA SAMAN

PRIVATE MEETING OF SHAREHOLDERS
 of the above Company
 held at the Company's Office at Noon,
 Y, to meet **MR. H. M. BECKER.**
A. O'D. GOURDIN.
 Secretary.
 Hong, 30th May, 1888.

IMPORTERS OF
CO. AND MANILA CIGARS,
25, PORTINGER STREET.
and varied Stock of best Descriptions
MANILA & OTHER CIGARS, TOBACCO,
CIGARETTES,
Wholesale and Retail at Moderate Prices.
SECTION RESPECTFULLY INVITED.
SILVESTRE ARLEGUI & Co.,
Proprietors.
Long 30th May, 1888. [1030]

GLAS STEAMSHIP COMPANY,
LIMITED.
R. SWATOW, AMOY, AND
TAIWANFOO.
Company's Steamship
"THALES."
Hunter, will be despatched for the
Hobbs TO-MORROW, the 31st instant.

Freight or Passage, apply to
DOUGLAS LAPEAUX & Co.,
General Managers.
Hong, 30th May, 1888. [1028

FOR SHANGHAI.
Steamship

"YANGTSE."

Tönningsen, will be despatched for
the Port TO-MORROW, the 31st
at FOUR P.M.

Freight or Passage, apply to
 STEMMSEN & Co.
 Hong, 30th May, 1888. [1029]

CHINA STEAM NAVIGATION
 COMPANY, LIMITED.

FOR SHANGHAI.

Cargo and Passengers at through rates
 SPOO, TRIENTSIN, NEWCHWANG, HAN-
 SHU, and Ports on the YANGTSE].
 Company's Steamship

"FOOKSANG,"
Wilde, will be despatched as above on
Y, the 1st of June, at THREE P.M.
Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
[102]
ong, 29th May, 1888.
A NAVIGATION COMPANY,
LIMITED,
FOR HIENTSIN

FOR FREIGHTS AND
Company's Steamship

"WHAMPOA,"
Fawcett, will be despatched as above
DAY, the 8th June.
Freight or Passage, apply to
INTERFIELD & SWIRE, Agents,
London, 29th May, 1888. 1023

ERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

SYDNEY, MELBOURNE, AND
ADELAIDE.
at PORT DARWIN and taking through
to QUEENSLAND PORTS, NEW ZE-
LAND, TASMANIA, &c.)
Steamship.
"CATTERTHUN,"
Darke, will be despatched for the above
SATURDAY, the 9th June.
Freight or Passage, apply to
BUNNELL & CO.

ROSS & CO.,
 Agents.
 Long, 29th May, 1888. 1935
SIGNEES OF OPTIONAL CARGO
O. S. CO'S S. "HECTOR,"
FROM LIVERPOOL.
 PING Orders must be obtained from the
 designated not later than the 5th June,
 out per steamer "TELAMON."
 TERFELD & SWIRE, Agents.
 Long, 20th May, 1888. 1936

AN STEAMSHIP COMPANY.
AGENTS per Company's Steamer
"HECTOR."
 notified that the Cargo is being dis-
 into Craft, and/or landed at the Go-
 the Undersigned; in both cases it will
 signess' risk. The Cargo will be ready
 from Craft or Godown on and after
 next,
 undelivered after the 6th proximo,
 his Office, Port.

subject to rent.
TERFIELD & SWIRE, Agents.
Hong, 28th May, 1888. 1988
HOLLANDS INDIA STEAM NAVI-
GATION COMPANY, LIMITED.
COORABAYA, SAMARANG, BA-
A, SINGAPORE, AND SAIGON.
Company's Steamship
"CELEBES."
Arrived from the above Ports. Consignees

by her are hereby informed that their
being landed at their risk into the
of the Hongkong and Kowloon Wharf
Company, Limited, at Kowloon,
delivery may be obtained.
remaining undelivered after the 7th
be subject to rent.
Insurance has been effected.
Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
20th May 1888. 13007

NEW & ORIGINAL NOVEL.

have satisfaction in making known to our Subscribers that we have secured a publication in the columns of the "HONGKONG DAILY PRESS" by WILKIE COLLINS, universally acknowledged as the Author of "The Woman in White" and other fictional works scarcely less


THE TITLE IS
THE LEGACY OF CAIN.

perusal of the early folios of the MS.
Legacy of Cain," we can assure our
that the Story is of a most absorbing

THE LEGACY OF CAIN,
BY WILKIE COLLINS,
"The Woman in White," "Jezebel's"
"The Moonstone," "Heart and

The Evil Genius," &c., &c.,
 Commenced Publication in the
Daily Press,
 on 14th April, 1888,
 instalment will appear each Saturday
 till the conclusion is reached.

than any other English Novelist."
ing, 2nd April, 1838.

LAND  LODGE.
No. 525.

ULAR MEETING of the above
Lodge will be held in FREEMASONS
Land Street, on FRIDAY NEXT,
at 8.30 for 9 p.m., precisely.
Dinner at 7.30. Bill paid.

DEATHS are cordially invited.
 May, 1888. 11013

INTIMATIONS.

1888. NOW READY. 1888.
THE CHINA DIRECTORY
FOR 1888.
WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.
(TWENTY-SIXTH ANNUAL ISSUE).
COMPLETE, WITH APPENDIX, PLANS, &c., &c.
Royal 8vo., pp. 1200. Price, \$3.00.
SMALLER EDITION, 12mo., pp. 816. Price, \$2.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.

S. WATSON & CO. LIMITED.
SUMMER REQUISITES.

FRUIT CORDIALS.
LIME FRUIT JUICE, RASPBERRY,
STRAWBERRY, CHERRY, DAMSON,
PINE APPLE AND ORLEANS PLUM.

MALBON & SWAN'S

NEW PATENT WATER FILTERS.

HANDELLS SHEDDING CONSTRUCTION

SUPPLIED ON APPLICATION.

THE HONGKONG DISPENSARY.

HONGKONG, 9th May, 1888.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be

addressed "The Editor," and those on business "The

Manager," and not to individuals.

Correspondents are requested to send their names

and address with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

All letters for publication should be written on one

side of the paper only.

Advertisements and Subscriptions which are not

ordered for a fixed period will be continued until

countermanded.

Orders for extra copies of the Daily Press should

be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

TELEPHONE No. 12.

The Daily Press.

HONGKONG, MAY 30th, 1888.

In our American mail news yesterday was

a paragraph telegraphed from New York

under date of 1st May stating that there was

a movement on foot by the stockholders for

throwing two or three important insurance

companies into liquidation. It was said that

in one instance a petition had been prepared

and signed by numerous stockholders

setting forth that the business of certain

companies had become so unprofitable, owing

to the wholesale cutting of premium rates,

that it was advisable to "shut up shop" and

permit the capitalists interested in the enter-

prise to devote their money and energies to

other branches of business. It will be fresh

in the recollection of our readers that at the

meeting of an important marine insurance

society held at Shanghai the other day the

expedient of suspending underwriting, shall

events for a time, was suggested by one of the

shareholders there. Both in fire and marine

departments of insurance the cutting of rates

has now been going on for a long time, in

China as well as elsewhere, and one of the

results in our local field has been that several

outside companies have found it to their

interest to retire from the fire insurance

business here. In the United States there is

a tendency towards legislation against

agreements for the keeping up of rates.

Discussing this, the *Daily Commercial*

Bulletin makes some remarks which are full

of good sense:—"A great deal has been

said and written of late in regard to com-

binations of various kinds, both for and

against them; but excepting only such as

are notoriously bad and evidently designed

to totally destroy competition or to work

harm to the community, it would seem that

some of these combinations have become a

necessity, in order to meet new and ever-

changing conditions in the business world.

The tendency is constantly towards the ab-

sorption of the weak by the strong.

How has the public fared in the absence of

such a compact? Is it a better or worse

condition than before? For upon the answer

to this question rests the evidence as to whether

these combinations are injurious to the public.

The rates have fallen, it is true; but an al-

important question is, how about the se-

curity? The reports for the past year show

a shrinkage in surplus that demands the

most serious consideration. To continue in

this course of every man for himself will in-

evitably bring disaster to some of the com-

panies. A goodly number of companies

acting in reasonable harmony is all well

enough, for it guarantees as low a price for

indemnity as is consistent with safety. For

this reason the lessening of the number of

companies will react upon the public by a re-

duced competition." To this there is little to add.

It is to the interest of the public to secure cheap

insurance, but it may be secured at too great

a cost both in present security, and in the

special cases. The fire insurance policy is not

without its uses in indemnifying the

Chinese the extreme danger of narrow

and overcrowded streets and filthy dwellings

with much wood about them, the common

style here; and, as time goes on, there is no

doubt that matters in this respect will gra-

dually improve." As Mr. MANFIELD says,

the inflammable nature of Chinese property,

the narrowness of the streets, and the care-

less habits of the natives necessitate high

rates of premium, which steps business

These are conditions which have to be faced,

but still there is an undoubted demand for

insurance, and the companies who step in

first to supply this demand, if they temper

their enterprise with discretion and caution,

will reap the cream of what will eventually

turn out a very profitable business. To go

into it recklessly would be to court disaster,

but it ought not to be beyond the capacity of

underwriters to supply the demand for in-

surance on principles which will not involve

them in risks beyond what the premium col-

lected warrants.

A short time ago reference was made in

the Legislative Council to the question of

inviting tenders locally for goods required

by the Public Works department instead of

sending all orders to the Crown Agents for

execution at home. At Singapore, where

there is a Municipal Council, it is the

apron strings of the Colonial Office, orders

are placed locally; the question is now being

discussed whether it would pay better to in-

vide tenders from home. There is little

doubt," says the *Strait Times*, "that Mr.

Scott's suggestion, made at a recent meet-

ing of the Municipal Commission, that ten-

ders for the iron-work of large bridges should

be invited from home, is a good one. But

there is considerable doubt whether home

firms will tender low enough to really com-

pete with resident contractors. The work

will have to be extensive to render that

possible." Our contemporary is evidently of

opinion that work of this kind can be ex-

ecuted cheaper locally than by getting it

from home. The circumstances of the two

colonies being analogous, it follows, if our

contemporary is correct, that we in Hong-

kong have been paying more than we ought

to have done. However this may be, there

can be no doubt that it is advisable to make

the field of competition as wide as possible,

and that it is impossible as well as unjust

to rule out local enterprise by sending all

orders home without first ascertaining whether

they could not be executed cheaper on the

spot.

M. Laurans, one of the three candidates

who sought election as Deputy Mayor, has re-

turned to the 25th inst. for his post.

The *Allegiance* left Hongkong at 9.25 p.m. on

the 29th inst. and arrived at 6 a.m. and

Chungking at midnight on the 30th. She left

the Red Star at 10 a.m. on the 31st.

The M. S. steamer *Natal*, with M. Constant,

Governor-General of Cochinchina, on board, ar-

rived at Marseilles on the 31st. M. Con-

stant proceeded direct to Paris, where he called

at the Colonial Office and on the President of

the Republic and the President of the Council

of Ministers.

According to the *Chong Shin*, the direct

export of silk from Japan has received a severe

check in the refusal of the Yokohama Specie

Bank to make advances on silk exported direct

by the Doan Kishida. The managers of the

bank, it is said, have appealed to the

Government against this refusal, but without

receiving any satisfactory reply.

The Peak tramway was running yesterday

afternoon, when an opportunity of a free trip

was afforded to all who chose to avail themselves

of it. Needless to say, the number was large,

and Mr. Seymour, who was on duty, was

most anxious to see that the service was

most satisfactory. The average time

occupied by the trip was between ten and eleven

minutes. Today the tram commenced running

according to the time-table.

From the *N. C. Daily News* translations from

the *Peking Gazette* we note that the

Chinese Government has recently received a

report from the Chinese Legation at

London, dated the 25th inst., that the

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Undersigned, having been appointed for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIFMSEN & Co., Agents.
Hongkong, 13th November, 1887. [15]

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against AND LIFE at Current Rates.

USTAU & Co., Agents.
Hongkong, 1st April, 1888. [661]

GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT IN-URANCES to the extent of \$85,000, on first-class at current rates.

MEICHERS & Co.
Hongkong, 27th March, 1876. [13]

NOTICE.

UREN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS at FIRE at Current Rates.

NORTON & Co., Agents.
Hongkong 16th July, 1887. [18]

RE INSURANCE COMPANY, OF 1877 IN HAMBURG.

The Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

USTAU & Co., Agents.
Hongkong, 18th January, 1884. [167]

HE MAN OF INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.
LUN SIN SANG, Esq.
N HUP ESH. [YOW CHONG PING, Esq.
LAI CHOI ESH. [Y. HOI CHUNG, Esq.]

The Company GRANTS POLICIES ON MARINE INSURANCE to all parts of the World, subject to all its Agents.

Contributory Dividends are payable to all contributors of Business, whether they are shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE,
No. 2 Queen's Road West,
Hongkong, 10th March, 1881. [582]

THE MAN OF FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE—HONGKONG.

CAPITAL TWO MILLION DOLLARS.
RESERVE FUND \$400,000
UNDEVELOPED FUND \$50,000
DIVIDENDS PAID \$235,000
UNDEVELOPED FUND \$389,000

RISKS accepted at CURRENT RATES OF PREMIUMS.

JAR. B. COUGHTRE, Secretary.
Hongkong, 30th March, 1888. [711]

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

The Undersigned having been appointed Agents for the above Corporation, are prepared to grant insurances as follows:—

MARINE DEPARTMENT.
Policies of current rates, payable either here, LONDON, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co., Agents.
Hongkong, 26th July, 1872. [14]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co., Agents.
Hongkong, 1st January, 1882. [17]

HONG LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S DIVIDEND POLICY.

THIS Policy secures the insured the option of terminating his insurance at the end of any YEAR, or period, and receiving for the Policy an accumulated value together with his share of the accumulated surplus apportioned as a dividend. If at death occur, the full amount of the Policy will be paid immediately on proof of death, together with the Dividend of 50 per cent. of all premiums received during the 5 Year period in which death may happen.

Prospectus and full particulars may be had on application.

BIRLEY DALRYMPLE & Co., Agents.
New York Life Insurance Co.
Hongkong, 13th November, 1887. [120]

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$60,000 on any terms at Current Rates.

GIBB, LIVINGSTON & Co., Agents.
Imperial Fire Insurance Company,
Hongkong, 9th May 1881.

HONG KONG FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES against FIRE at Current Rates.

DOUGLAS & SPEAK & Co., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [1]

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STRAM LAUNCH "MORNING STAR."

Runs Daily except FRIDAY, between WONG PEDDER WHARF and TAM TAI-TOI at the following hours—This Time Table will take effect from the 12th April, 1888.

SUNDAYS.

Leaves Kowloon.	Leaves WONG PEDDER.	Leaves Kowloon.	Leaves WONG PEDDER.
5.00	7.00	6.00 A.M.	7.00 A.M.
8.00	8.20	7.30	8.00
9.00	9.20	8.30	9.15
10.45	11.00	10.45	10.45
1.20	1.50	1.20	1.50
2.25 P.M.	2.00	1.30 P.M.	1.00 P.M.
3.20	3.00	2.30	2.00
4.30	4.00	3.00	3.00
4.30	4.30	3.15	4.00
5.30	5.10	4.15	4.30
6.40	6.40	5.15	5.15
6.45	6.15	6.25	6.45
6.55	7.00	6.35	7.00
7.15	7.45	7.00	7.00

* There will be no Launch on Monday at Friday, on account of tidings.

The above Time Table will be strictly adhered to, except under unavoidable circumstances, such as stress of weather, due notice will be given of any stoppage.

SQUARE BOTTLE WHISK.

NAMES—JOHNSON'S BLEND, Super Quality.

CUTLER, PALMER & CO'S SELECTION.

Apply to **JANE CRAWFORD & Co.**

Apply to **LANE, CRAWFORD & Co.,**
Hongkong.

THE WEEK DAYS.				SUNDAYS.			
Leaves	Hours	Leaves	Hours	Leaves	Hours	Leaves	Hours
8.00 a.m.	4.30 a.m.	8.00 a.m.	4.30 a.m.	7.30 a.m.	4.00 a.m.	7.30 a.m.	4.00 a.m.
9.00 a.m.	5.30	9.00 a.m.	5.30	8.15	5.00	8.15	5.00
10.00	6.00	10.00	6.00	9.00	5.45	9.00	5.45
11.00	6.30	11.00	6.30	9.45	6.15	9.45	6.15
12.00	12.30 p.m.	12.00	12.30 p.m.	10.30	7.00	10.30	7.00
12.45 p.m.	1.00	12.45 p.m.	1.00	11.15	7.30	11.15	7.30
1.30	1.30	1.30	1.30	12.00	8.00	12.00	8.00
2.30	2.30	2.30	2.30	12.45	8.45	12.45	8.45
3.15	3.15	3.15	3.15	1.30	9.30	1.30	9.30
4.15	4.30	4.15	4.30	2.15	10.15	2.15	10.15
5.15	5.00	5.15	5.00	3.00	11.00	3.00	11.00
6.15	6.15	6.15	6.15	3.45	11.45	3.45	11.45
7.15	7.00	7.15	7.00	4.30	12.30	4.30	12.30
8.15	8.15	8.15	8.15	5.15	1.15	5.15	1.15
9.15	9.15	9.15	9.15	6.00	2.00	6.00	2.00
10.15	10.15	10.15	10.15	6.45	2.45	6.45	2.45
11.15	11.15	11.15	11.15	7.30	3.30	7.30	3.30
12.15	12.15	12.15	12.15	8.15	4.15	8.15	4.15
1.15	1.15	1.15	1.15	9.00	5.00	9.00	5.00
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6.15	6.15	6.15	6.15	9.45	5.45	9.45	5.45
7.15	7.15	7.15	7.15	10.30	6.30	10.30	6.30
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12.15	12.15	12.15	12.15	2.15	10.15	2.15	10.15
1.15	1.15	1.15	1.15	3.00	11.00	3.00	11.00
2.15	2.15	2.15	2.15	3.45	11.45	3.45	11.45
3.15	3.15	3.15	3.15	4.30	12.30	4.30	12.30
4.15	4.15	4.15	4.15	5.15	1.15	5.15	1.15
5.15	5.15	5.15	5.15	6.00	2.00	6.00	2.00
6.15	6.15	6.15	6.15	6.45	2.45	6.45	2.45
7.15	7.15	7.15	7.15	7.30	3.	7.30	3.